

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP
SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE		HULL NUMBER		YEAR	MONTH	ZONE	DAY	USS	AT / PASSAGE FROM	TO	CLASS	HANDL
D	A	L	H	1	12	D	0	PELELIO	NORTH	ARABIAN SEA	U	/
1	2	3-4	5-7	12	13-14	15	16-17				78	79

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.
L		BY	L		BY	L		BY	
λ		BY	λ		BY	λ		BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41
					0000 - 0900
2341					ASSUMED THE WATCH UNDERWAY IN THE NORTH ARABIAN SEA. SHIPS IN COMPANY INCLUDE HMCS HALIFAX (FFH 330) USS O'KANE (DDG 77), OTC AND SOPA IS COMBAT BROWNE EMBARKED ON USS PELELIO (LHA-5). THE SHIP IS ON 270°T SPEED 3 KTS. ENGINEERING PLANT STATUS IS AS FOLLOWS: SET #1 STBD STEERING CABLE ONLINE. SET #1 ONLINE SET #2 ON STANDBY #1 AND #2 BOILERS ON LINE, #1, #2 AND #3 SSTG'S, ONLINE #1, #5 and #8 FIRE PUMPS ONLINE FOR 200 PSI. PLANT IS SPLIT. CONDITION OF READINESS IS III, MOPP LEVEL I MODIFIED AND EMCONV CONDITION DELTA ARE SET THROUGHOUT THE SHIP. MATERIAL CONDITION MODIFIED 2BGR IS SET. THE SHIP IS DARKENED WITH THE EXCEPTION OF NAVIGATION LIGHTS.
2345					WELL DECK DEBARK REPORTS ALL CONDITIONS NORMAL
2348					SET FLIGHT QUARTERS
2352					CO IS ON BRIDGE
2357					GREEN DECK
2358					BLUE DECK DEENERGIZE NAVIGATION LIGHTS AND EMERGIZ BLUE STERN LIGHT
0007					DR SET 064° DRIFT 1.6 KTS
0010					DC CENTRAL REPORT ALL CONDITIONS NORMAL
0020					RECOVERED CH-53E CARRYING +2 ¹⁰ CASUALTIES, 6 AMBULATORY, 4 STRETCHERED, 2 CRITICAL.
0028					ENERGIZE NAVIGATION LIGHTS AND TASK LIGHTS AND DEENERGIC BLUE STERN
0030					RED DECK
0031	AA2		8	054	RPM
0032	L20R				
0034	AA2		10	068	RPM
0036	R20R				
0037	RAMID				

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S.GPO:1998-604-002/80022

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DEPARTMENT OF THE NAVY
USS PELELIU (LHA 5)
FPO AP 96624-1620

*Recd 5/30/02
w/ disk*

5750
Ser PAO/111
30 Apr 02

From: Commanding Officer, USS PELELIU (LHA 5)
To: Chief of Naval Operations (N09BH), 2000 Navy Pentagon,
Washington, D.C. 20350-2000

Subj: 2001 COMMAND HISTORY FOR USS PELELIU (LHA 5)

Ref: (a) OPNAVINST 5750.12G
(b) CNO 5757 ltr Ser 09BH/SH/OU505886 of 13 Oct 00

Encl: (1) USS PELELIU Command History for CY 2001
(2) USS PELELIU Welcome Aboard Pamphlet
(3) Biography of Commanding Officer
(4) OPREP 5s (zip disk)

1. Per references (a) and (b), enclosures (1) through (4) are forwarded.

DENNIS D. DUBARD
DENNIS D. DUBARD

COMMAND HISTORY FOR CALENDAR YEAR 2001
USS PELELIU (LHA 5) UIC: 20748

1. COMMAND COMPOSITION AND ORGANIZATION. The Amphibious Assault Ship PELELIU (LHA 5) dramatically reflects the Navy and Marine Corps' role in today's post-cold war world. The last of five ships in the TARAWA class, PELELIU provides the Navy/Marine Corp team with one of the largest, fastest and most versatile vessels in the history of amphibious warfare, possessing the ability to launch coordinated air and sea attack from one ship.

PELELIU's primary mission is to embark and deploy a balanced payload of combat-ready Marines along with all the equipment and supplies needed for an assault and then land them ashore by either helicopter and/or amphibious craft. This two-pronged capability of vertical launch from a carrier-type flight deck and amphibious movement from a large wet-well aft, gives PELELIU the ability to carry out any present-day amphibious operation with much greater speed and flexibility than previously possible. USS PELELIU was the first amphibious ship at the tip of the spear in Central Command responding to the 11 September terrorist attacks. This response included 111 consecutive days underway as Commander Task Force 58 flagship, supporting missions ashore during Operation ENDURING FREEDOM. Simply put, no other amphibious ship meant more to the Nation Command Authority than PELELIU. USS PELELIU and embarked Marines from the 15th MEU, established multiple forward operation bases which enabled follow-on assets to more easily ingress into hostile areas. Further, USS PELELIU was quickly on station to provide security support and consequence management during the World Trade Organization conference held in Central Command area of responsibility. By their truly distinctive achievements, extensive enthusiasm, and unfailing devotion to duty, the officers and enlisted personnel of USS PELELIU reflected great credit upon themselves and upheld the highest traditions of the United States Naval Service.

Another important mission of PELELIU is evacuation and disaster relief. Hundreds of tons of medical supplies and foodstuffs carried in her cargo holds can be delivered by assault craft and helicopters to disaster victims following her arrival on scene. Fresh water and electricity provided from the ship's engineering plant could serve a city with a population of 6,000 until domestic services can be restored. In addition, PELELIU has some of the most extensive medical facilities of any U.S. ship.

Encl (1)

Several thousand evacuees could be brought aboard by helicopter or landing craft and transported to safe areas.

Without exception, PELELIU is one of the most versatile instruments of peace or war on the seas today. Commander, Amphibious Group THREE is the permanent Immediate Superior in Command for all LHD, LHA, LPD and AGF class ships homeported in the Eastern Pacific. USS PELELIU is commanded by Captain Dennis D. DuBard (enclosure (3)), and is currently homeported at Naval Station, San Diego.

2. COMMAND CHRONOLOGY

JAN

01JAN	Moored, Pier 7, NAVSTA S.D.
01-09JAN	Holiday leave and Standdown
08JAN-04FEB	SIMA FMAV
09-12JAN	CVINBG SCC conference (Everett)
11-12JAN	Kernel Blitz Final Planning Conference (EWTGPAC)
12JAN	PELARG medical officer conference (PELELIU)
12JAN	PELARG Force Protection conference (PELELIU)
16-18JAN	CVINBG ADC WCC (TTGP)
17-18JAN	CVINBG IWC (FIWC)
17-18JAN	Amphibious Airspace Operations conference (EWTGLANT)
18JAN	E7 exam
19JAN	PELARG IART SOE meeting (PELELIU)
22JAN - 02FEB	Laundry, galley, reefer SEMAT
29JAN - 09FEB	CSOSS validation
30JAN	Blood drive

FEB

02FEB	OPTIMIZE installation outbrief
05-07FEB	Battle Group Multi-Tadil Training
12-22FEB	R2P2
12-17FEB	U/W ammo onload, BGSIT
26FEB-09MAR	U/W Intermediate Amphibious Readiness Training (IART)

MAR

02-04MAR	Port visit, San Francisco
10MAR	U/W Dependent's day cruise
26MAR-06APR	U/W Kernel Blitz 01/Ammo onload

APR

04-06APR U/W Ammo transfer with USS TARAWA
11-12APR ARG Intel conference
23-27APR COMPTUEX Pre-sail conference

MAY

01-12MAY U/W COMPTUEX

JUN

01-11JUN U/W FLEETEX
09-11JUN Hosted RADM Black, Chief of Chaplains
11JUN Ammo onload (topoff)
12-15JUN PRT
15JUN Command picnic
21-22JUN FPEX
22-30JUN Computer Network Vulnerability Assessment
22JUN-02JUL U/W ARGCERT/SOCCERT

JUL

02JUL-05AUG POM

AUG

09AUG U/W--Ready for Sail day, ACE onload, LCU/LCAC
onload
13AUG U/W for deployment
13-19AUG U/W enroute Hawaii
20AUG Inport Hawaii
26AUG CHOP to C7F; Crossing the Line ceremony

SEP

02SEP FAS with USNS PECOS
03-04SEP Torres Straits transit
04-06SEP Frequent Hunter Exercise
07-11SEP Pvst, Darwin, Australia
12SEP World Trade Center/Pentagon bombings (11SEP U.S.
time)
13SEP RAS with USNS CONCORD
15-17SEP East Timor engagement
18SEP Diverted from Singapore and Phuket port visits;
enroute Northern Arabian Sea in support of
Operation Infinite Justice
18-24SEP Transit
25SEP Chop to C5F
25SEP FAS/RAS with USNS WALTER S. DIEHL

OCT

04OCT FAS w/SACRAMENTO and CONREP/VERTREP with USNS NIAGARA FALLS

05OCT Embark AFSOC for BPT mission insert into Jacobabad

07OCT Inserted MEU forces into Jacobabad for airfield security

07OCT Initial TLAM/ airstrikes into Afghanistan

09OCT AFSOF MH-53 det completely debarked, inserted into Jacobabad

11OCT FAS w/USS SACRAMENTO

14-16OCT Swapped out Jacobabad airfield aircraft/aircrew and security det, added augment troops

17OCT CONREP/VERTREP with USNS NIAGARA FALLS

17OCT COMFIFTHFLT, VADM Moore, visit

19-20OCT Conducted supporting operations to USS KITTY HAWK

20OCT FAS, VERTREP with USNS RAPPAHANNOCK

24-25OCT Commandant of the Marine Corps, GEN Jones, visit

25OCT VERTREP with USNS NIAGARA FALLS

26OCT FAS/CONREP with USNS ERICSSON

29OCT Jacobabad airfield security det resupply, troop swapout

30OCT Honorable Gordon England, Secretary of the Navy, visit

31OCT CONREP/VERTREP with USNS NIAGARA FALLS

NOV

07NOV Strait of Hormuz transit

08NOV FAS, CONREP with USNS RAPPAHANNOCK

09NOV MCPON visit

09NOV CTF 58, BGEN Mattis, visit

09-14NOV World Trade Organization Conference Consequence Management

13NOV VERTREP with USNS SATURN

15NOV Strait of Hormuz transit

16NOV FAS with USS DETROIT

20NOV Embark CTF58

21-24NOV Amphibious offload into Pasni, Pakistan

24NOV FAS/VERTREP with USS DETROIT

25NOV D-Day for Operation Swift Freedom

30NOV FAS w/USS DETROIT; CONREP/VERTREP w/USNS SATURN

DEC
04DEC VERTREP with FS VAR and USS SACRAMENTO
06DEC Received 10 injured Afghani citizens, fighters
for the Opposition Groups.
10DEC FAS/VERTREP with USS DETROIT; VERTREP with USNS
NIAGARA FALLS
14DEC CONREP/VERTREP with USNS NIAGARA FALLS
4 of 10 wounded Afghanis airlifted to Pasni FFT
Germany for advanced medical care
15DEC All wounded Afghanis on USS BATAAN transferred
to PELELIU (making a total of 9)
19DEC VERTREP with HMCS PRESERVER
20DEC UNREP/VERTREP with USS DETROIT
Commandant of the Marine Corps (Gen Jones), 1st
MEF (LtGen Hagee), and official party arrive
Remaining 9 Afghani warriors flown to Kandahar
via Pasni
22DEC VERTREP with USS BRIDGE
23-24DEC Chaplain of the Marine Corps, RADM Iasiello,
visit
23DEC CINCCENT, GEN Franks, visit USO Entertainer
group visit (Wayne Newton, Drew Carey, Dallas
Cowboy Cheerleaders, Neil McKoy
25DEC-03JAN Backload of 15th MEU through Pasni, Pakistan
26DEC UNREP with USS BRIDGE; CONREP/VERTREP with USNS
SATURN
31DEC Transferred 8 detainees to USS BATAAN

3. BRIEF. USS PELELIU's focus in 2001 has been characterized
by continual, progressive improvements in material condition and
mission readiness. This resulted in meeting every operational
tasking with resounding success during both work-ups and
deployment.

4. NARRATIVE

a. OPERATIONS DEPARTMENT

(1) OA Division - Provided outstanding meteorological
(METOC) support for the PELELIU Amphibious Ready Group (PELARG)
Commanders during the 2001 Western Pacific Deployment. Provided
meteorological support to the CTF58 Commander during Operation
ENDURING FREEDOM allowing the War Fighters to put weapons on

target and safely put troops ashore. Focused on team efforts and achieved mission success through clear, concise, environmental tactics during the work-ups, ARGCERT/SOCCERT, IART, KERNEL, BLITZ, COMPTUEX, FLEETEX, SACEX, Western Pacific Deployment, East Timor OPS and Operation ENDURING FREEDOM. Successfully integrated a Marine Corps forecast team into OA Division. Significant contribution with respect to quality environmental and tactical products provided during Joint Operations in support of WESTPAC 2001. Put the Marine Corps team ashore during Operation ENDURING FREEDOM, which gave PELARG eyes on the ground for more accurate planning. Qualified two Forecasters and five Observers during the year.

(2) OC Division - OC Division successfully completed an Amphibious Air Traffic Control Team Training exercise at Naval Air Traffic Control Center (NATCC) Pensacola Florida in preparation for WESTPAC 2001/2002. Qualifying 5 Air Traffic Controllers on 11 operating positions and attaining an outstanding team average of 98 percent, it proved to be a remarkable milestone for PELELIU and set the standard for all other LHA class ships. 2001 was a year of transformation for the PELELIU Helicopter Direction Center (HDC). Upgrading the configuration of the HDC, 4 new workstations were created alleviating a shortage of useable workspace and maximizing the effectiveness of assigned space. Proving an effective room layout, it became the template for 2 other TARAWA Class Helicopter Direction Centers. Through the arduous work-up cycle the need for an emergency communication radio, independent of ship circuits became evident. Purchased through the Motorola Corporation, a URC-200 AM/FM VHF/UHF transceiver was installed onboard PELELIU. It proved its worthiness within the first month of use providing a secondary means of communication in the event of ship causality and the ability to troubleshoot circuits through an external source. An Alteration Equivalent to Repair (AER) was submitted to COMNAVSEASYS COM in the hopes to install emergency Air Traffic Control communications on all LHA's.

(3) OI Division - Provided support for PELARG Commander and CTF 50 for Operation ENDURING FREEDOM. Participated in real world Humanitarian Assistance Operations in East Timor, and a complete offload and backload for Operation ENDURING FREEDOM. Participated in 44 Navigation Details including six port visits, 8 anchoring evolutions, and 10 straits transits including the first ever successful night time Torres Straits transit in

PELELIU history. Participated in work-up exercises, ARGCERT/SOCCERT, FLEETEX and KERNAL BLITZ. Qualified three CIC watch sups, two Watch Officers, two shipping officers, one piloting officer, and one additional Air Intercept Controller. Re-enlisted seven quality OS's for 25 years of service.

(4) OZ Division - In 2001, OZ Division passed from intermediate and advanced phases into an historic WESTPAC supporting Operation ENDURING FREEDOM (OEF). To support robust cryptologic/ intelligence missions, the following systems were installed: CHALLENGE ATHENA supporting the Joint Services Imagery Production System-Navy (JSIPS-N) with Joint Concentrator Architecture/Imagery Exploitation Support System; Multinational Intelligence Interoperability Initiative; Radiant Mercury; Sensitive Compartmented Information Automated Digital Networking System and final certification of Digital Photographic Laboratory. Grooms and upgrades included: Global Command and Control System-Maritime; and Tactical Receive Equipment (TRE)/Standard TRE Display. We became the first LHA to expand the intelligence spaces to support cryptologic maintenance and expeditionary intelligence preparations. The photographic laboratory completed over 1200 photographic job requests; with over 600 operational units, 65 intelligence and 550 PAO events. At least 60 images were sent to CHINFO and published in a variety of public media and we were the first ship to populate USPACOM's new Image Product Library. We also prepared 27 booklets for CO presentation to distinguished visitors and designed two music-overlaid photographic presentations to commemorate significant events. During Advanced Phase, OZ trained new personnel to intelligence photography, sighting team proficiency, combined Cryptologic/Intelligence Team Indications and Warning (I&W), briefing and reporting in two Force Protection exercises and four combined expeditionary exercises: Integrated Amphibious Readiness Training, Marine Expeditionary Brigade-level KERNEL BLITZ-01, COMPTUEX, FLEETEX and final evaluation in ARGCERT/SOCCERT. WESTPAC 2001 highlights started in Seventh Fleet with I&W in Indonesian archipelagic waters, community and photographic support in East Timor, including historical photography of the United States Government, East Timor (USGET) Change of Command. Entering Fifth Fleet, we provided critical Intelligence and Warning and sighting team reports during transits of India's coastline, including a Strait of Hormuz transit while located off the coast of Pakistan.

Onboard in daily briefs to the CO or pushing intelligence ashore, we conducted imagery analysis to support World Trade Organization security and backload planning, aircraft reconnaissance mission analysis for CTF58 elements and first-ever photographic chronicling of medical treatment to Afghan war-fighter.

c. ENGINEERING DEPARTMENT

(1) Between workups and the first five months of deployment, engineering department was very busy in 2001. The year began with a pier-side maintenance availability allowing final major repairs to be conducted before the intermediate and advanced phases of the IDTC began. Operation KERNEL BLITZ, COMPTUEX, FLEETEX, and SOCCERT all placed demands on the department, whether it was mobility, water and electricity from the main propulsion divisions, or well deck and flight operations support from auxiliary division. One more maintenance availability was conducted during the POM period, after which the department was ready to deploy CASREP free. Since that day, and especially following the terrorist attacks in New York City and Washington, DC, the department has focused on maintaining equipment despite extended operating hours, supporting Operation ENDURING FREEDOM well deck and flight operations, and performing vital ship's force repairs underway, without the benefit of an inport maintenance availability. Specific repairs and evolutions follow:

(2) MP-1, FWD MMR, EM01

- Replaced NR 2 main engine jacking gear lower and upper bearing.
- Uncoupled main engine jacking gear from the main engine to replace the main seal.
- Replaced the mechanical seal on NR 2 main engine attached lube oil pump.
- Repacked NR 2 main engine guarding valve Chesterton packing.
- Replaced the condensate inlet valve to NR 2 DFT.
- Removed the upper casing of 2A main feed pump and replaced both the turbine and pump end journal bearings.
- Overhauled 2A and 2B trip throttle valves. Replaced gasket with O-ring and the MR shop cut the piston end at a 45-degree angle allowing the O-ring to seat properly.

- Assisted the contractor overhaul of NR 2 emergency feed pump steam admission valve.
- Assisted the contractor overhaul and bench test of 2A and 2B main feed pump governors, prior to WESTPAC.
- Conducted a fire side inspection of NR 2 boiler.
- Conducted a water side inspection of NR 2 boiler.
- Assisted in the contractor removal and replacement of two passes of superheater tubes in NR 2 boiler.
- Troubleshoot and replaced bladder in the fuel oil accumulator. This was a repair never before attempted by MP-1 division.
- Replaced boiler gauge glass and built new bulkhead from spare parts.
- Completed critical temporary repair to the economizer outlet check valve.
- Overhauled SSD's on NR 2 boiler.
- Overhauled fuel oil regulator.
- Overhauled burner front fuel oil quick closing valve when excessive leak rendered NR 2 boiler unsafe to steam.
- Plugged leaky bolt plug on NR 1 SSTG aux condenser (fwd header).
- Overhauled NR 1 and 2 aux condensate pumps.
- Replaced NR 2 SSTG auxiliary condensate pump shaft sleeve.
- Repacked NR 2 SSTG guarding valve Chesterton packing.
- Repaired pinhole leaks in hp drain lines throughout the space (HT assist.)
- Repaired HP drain inlet valve to the DFT (HT assist).
- HT welded cracked 150/50-reducer piping. Crack was located after the outlet valve.

(3) MP-2, Aft MMR, EM02

- Conducted a mechanical cleaning of NR 1 boiler fire side.
- Replaced NR 1 condensate inlet valve.
- Repaired NR 2 evaporator meter valve.
- Opened and inspected NR 2 distilling plant.
- Cleaned and inspected NR 1 main condenser.
- Replaced mechanical seal on 1A and 1B lube oil service pump.
- Replaced high pressure turbine sentinel valve.
- Replaced split mechanical seal on 1B main feed booster pump.
- Conducted emergent repairs to NR 1 boiler economizer vent piping.
- Overhauled all six emergency safety shut off devices on NR 1 boiler.
- Successfully completed 16 depot level repairs and 24 ship's force level repairs during the OCT 2001 shutdown of NR 1 boiler.

- Repaired the steam cut, blown gasket on NR 1 BLR steam blanket inlet valve.
- Overhauled NR 1 BLR Yarway gauge glass.
- Repaired pinhole leak on 1A FDB cooling water outlet line.
- Backflushed eight auxiliary equipment lube oil coolers.
- Opened and inspected NR 1 main engine, NR 3 and 4 SSTG lube oil coolers, NR 1 main condenser, NR 3 and 4 aux condensers.
- Overhauled 1B main condensate pump.
- Removed and calibrated six pressure and 4 temperature gauges.
- Repaired NR 1 150/50-reducer inlet and outlet valves.
- Overhauled NR 1 boiler's six safety shut off devices.
- Completed repairs to 1A main feed pump governor and troubleshot steam admission valve.
- Repaired NR 1 auxiliary machinery cooling water 175/25 reducer thus maintaining proper cooling water to NR 3 LPAC, NR 2 evap, 1A and 1B main vacuum pumps, 1A and 1B main feed pumps, and 1A and 1B forced draft blowers.
- Overhauled and aligned NR 3 aux circ pump.

(4) MP-3, ABC Shop, EB13

- Repacked all datum chamber cutout valves for all pressure and flow transmitters.
- Replaced NR 1 DFT low-pressure transmitter leg.

(5) Oil Test Laboratory, EB14

- Cleaned, inspected, and closed out 64 fuel tanks.
- Overhauled and placed in service NR 1 and 2 oily water separators. Ship's force work on this job totaled over 500 manhours and saved the navy over \$45,000. This system had not been operational for almost two years and its overhaul allowed USS PELELIU to comply with important environmental regulations.
- Repacked the valves and replaced the flange shields on 9 fuel oil transfer manifolds.
- Calibrated both chelation panels.
- Replaced 4 butterfly valves in the overboard stripping system.
- Repaired NR 2 boiler chelant continuous rotometer.
- Received over 7 million gallons of DFM with no major fuel spills
- Overhauled NR 1 and 2 recirc brominator systems
- Provided 15th MEU marines with over 30,000 gallons of potable water during Operation ENDURING FREEDOM

(6) E-Div, Lighting Shop, EE01

- Upgraded the ship's gym electrical system by installing one 35 KVA step-down transformer and additional receptacles for gym

equipment. This job enhanced the PELELIU's gym electrical distribution system ensuring uninterrupted service during workout hours. Also, improved the morale and quality of life of all Sailors and Marines onboard during the 2001-2002 Western Pacific Deployment.

- Installed 12 force protection waterline security lights increasing illumination and area of coverage.

- Troubleshoot and repaired the ship's navigation lighting telltale panel, tasking lights, and man overboard lighting circuits. This repair enabled the ship to conform to the international rules of the road, preventing collision at sea.

- Restored the aircraft visual landing aids system to full operation. Replaced 40 burned-out floodlight autotransformers, 160 AV-8B tramline light bulbs, and the rotary beacon controller. Each of these systems is vital to night time flight operations.

- Troubleshoot and repaired NR 3, 4, 5, and 11 28V DC and 115V AC, 400 HZ Hess station controllers and replaced cables on stations 8, 13, and 11. These repairs are vital to the maintenance and operation of all aircraft onboard PELELIU.

- Completed over 1,700 trouble calls and distributed more than 3,500 florescent light bulbs throughout the ship.

(7) Rewind and Power Shop, EE02

- Rewound and overhauled the following motors: NR 2 gland exhaust fan, aft JP-5 pump supply vent, aft CHT transfer pump, and SPS-67 drive motor. Ship's force expended over 250 manhours and saved the Navy over \$50k in repair funds in the completion of these jobs.

- Replaced bearings on the following motors: NR 1 emergency diesel generator exhaust vent, marine troop berthing recirc vent, and NR 1 A/C chill water pump motor.

- Troubleshoot and repaired NR 1, 2, 3, and 4 Cissel dryers in the ship's laundry reducing required drying time by 30%.

- Conducted emergent repair to NR 1, 2, 3, 4, and 5 compress melt units (CMU), allowing the ship to fully comply with the environmental regulations regarding waste disposal.

- Troubleshoot and replaced the timer relay Agostat on NR 2 and 4 A/C units.

- Troubleshoot and replaced SPN-35 radar room cooling motor restoring the ship's ability to guide aircraft on precision approach.

- Troubleshoot and repaired NR 4 LPAC.

- Troubleshoot and repaired packaged A/C in NR 9 and 10 cargo holds.

- Troubleshoot and repaired electrostatic precipitators on the 04, 05 and 06 levels.
- Conducted emergent repairs to aft JP-5 fuel pump controller.
- Troubleshoot and conducted emergent repairs to the following galley and mess equipment: ice cream machines, garbage grinders, dishwashers, bake ovens, salad bars, soup warmers, and dough mixing machines.
- Troubleshoot numerous exhaust and supply vent motors and controllers throughout the ship.
- Rewired the A/C unit in the MAA office, a job left undone by the contractor.

All total, these jobs saved the United States Navy over \$150k in repair funds.

(8) Rewind Shop ARGIMA accomplishments

- Rewound and overhauled 12 motors two of which were in CASREP C-2 status, from other ships in the OP Area: 7 ventilation and recirc, 1 evap final distillate, and 1 main condensate motor from USS DUBUQUE. One macerator and 1 pulper motor from USS COMSTOCK. Ship's force expended 335 manhours and saved the Navy in excess of \$75k in the completion of these jobs.
- Relugged LCU 1635 shore power cable due to frequent overheating between LCU's plug and ship's power receptacle.

(9) Distribution Shop, EE04

- Performed emergent repairs to NR 2 emergency diesel generator voltage regulator and air start solenoids.
- Repaired NR 2 and 3 SSGT permanent magnet alternators.
- Troubleshoot and repaired NR 3 aux circ pump motor and controller.
- Repaired control center 34 ABT and main circuit breaker and control center 38 controllers.
- Repaired NR 2 aux steam stop motor operated valve (MOV), and NR 1 main steam stop MOV.
- Repaired NR 4 potable water pump controller, and NR 2 potable water pump motor.
- Repaired 2A and 2B 400HZ Solid State frequency converters.
- Repaired NR 1 soot blower valve MOV.
- Resurfaced the slip rings and replaced the brushes on NR 1, 2, and 3 SSTG.

(10) Assault Shop, EA06

- Troubleshoot and repaired NR 4, 5 fwd, 5 aft, 9, and 10 cargo weapons elevators and longitudinal conveyor controllers,

replacing a total of 14 defective limit switches. These repairs enabled the ship to complete ammo onload on time and meet operational commitments in preparation for western pacific deployment.

- Conducted timely and effective troubleshooting on stern gate controller. Replaced defective solenoids and contactors maximizing amphibious operations.

- Repaired NR 1, 2, 3, and 4 hydraulic power unit (HPU) and NR 3, 4, 5, and 7 deballast air compressor (DBAC) controllers enabling the ship to perform ballasting and deballasting during well deck operations.

- Overhauled aft aircraft elevator controller and restored to full operation after it was accidentally drenched with AFFF.

- Rerouted the emergency power cable from the burnt ABT switchgear to the after steering power panel after a class charlie fire. This job was complete less than eight hours after the fire, enabling the ship to refuel with USS Detroit on schedule.

- Repaired and replaced the hangar bay bridge crane controller cable.

- Troubleshoot and replaced the alternator and solenoid on the port LCPL ready lifeboat. Replaced start switch, horn, and batteries on both the port and starboard boats.

(11) A-Div, Hydraulic Shop, EA01

- Repaired the upper stops and hydraulic cylinders on the stern gate.

- Repaired the ram packing and reach rods in aft steering.

- Replaced over 900 gallons of hydraulic fluid in the aft aircraft elevator. Ship's force personnel also repacked and replaced numerous valves throughout the system.

- Developed a procedure that enabled operation of the aft aircraft despite an inoperable torque limiter. This alternate method enabled the PELELIU to meet the commitments of Operation ENDURING FREEDOM and support air strikes on targets throughout Afghanistan.

- Completed depot level repairs to the vehicle hinged ramps while on WESTPAC. Troubleshoot and repaired the hydraulic lines on the VHR's, and also installed fill port tanks.

- Repaired multiple seals and filters in the ballast system and adjusted the valve open/close sequence throughout the system.

- Rebuilt and replaced numerous ballast system Bettis actuator valves.

- Completed crucial repairs to the seals on the flood valves for centerline ballast tank, 6-121-0.

- Provided support to the DC shop while operating the HPU's by repairing and replacing various hydraulic fittings and hoses, and by correcting system alignments that were performed poorly during overhaul.
- Conducted repairs to the horizontal conveyor, a piece of equipment that has been inoperable for nearly 2 years, replacing over 40 solenoid switches and high pressure lines.
- Conducted numerous repairs to the cargo weapons elevators, troubleshooting and correcting electrical problems, and replacing valves in all the systems.
- Overhauled spool valves and replaced the spring counter balance system for NR 9 cargo weapons elevator.
- Repaired NR 9 elevator hangar bay hatch, facilitating munition downloads prior to outchopping from the 5th Fleet AOR.

(12) Engine Shop, EA02

- Performed timely maintenance on NR 1 and 2 EDG while on station in the NAS in support of Operation ENDURING FREEDOM. Working together with the hull technicians, they welded the air casing for the air start motor on NR 2 EDG.
- Performed depot level repairs to NR 1 high-pressure air compressor, replacing the salt water reducing valve, and installing four new ball valves.
- Prior to getting underway for WESTPAC the engine shop performed repairs to the sight flow indicator and replaced the inlet check valve.
- Conducted timely repairs to NR 1, 2, 3, and 4 reverse osmosis units. Ship's force personnel replaced brine pumps and bladders while underway.
- Completed depot level repairs to NR 2 and 4 RO units. The quick turnaround time enabled the ship to provide quality fresh water to a crew of over 1,500.
- Performed ARGIMA repairs to USS COMSTOCK's 1A main propulsion diesel engine.
- Rebuilt two macerator pumps for USS COMSTOCK.

(13) Steam and Heat Shop, EA03

- Maintained the galley equipment in the wardroom, enlisted dining facility, and chief's mess. The hard work and determination of shop personnel resulted in the supply department being named a finalist for the 2001 Ney award contest.
- Maintained 11 laundry presses and four 200 lb. dryers.
- Completed crucial repairs to the ship's hotel steam piping and

laundry equipment. These timely repairs had a direct, positive impact on the crew's quality of life.

- Maintained the pulper machine. The pulper can process 1000 lbs. of food waste, 500 lbs. of paper and cardboard, and 700 lbs. of mixed waste per hour. This machine enables USS PELELIU to adhere to the strict rules that are governed by the EPA.

(14) Auxiliary Shop, EA04

- Repaired numerous fire main valves and eductors prior to deployment.
- Replaced gaskets on NR 7 and 8 fire flushing pumps, and replaced the sea suction cross-connect valve.
- Replaced NR 4 deballast air compressor lube oil cooler, a repair that proved to be crucial during numerous 3A evolutions.

(15) A/C & R Shop, EA05

- Conducted repairs to NR 2 and NR 4 LPAC.
- Maintained and repaired 5 A/C units, ensuring the ship remained cool throughout deployment.
- Replaced ten chill water isolation valves, prior to WESTPAC deployment, enabling chill water to be segregated throughout the ship.
- Troubleshoot and repaired NR 5 A/C, installing a new flow meter card and surge suppressor.
- Repaired the SPN-35 radar A/C unit solenoids. This radar is crucial to AV-8B Harrier precision approach landings.
- Installed drinking fountains in operations department berthing and female berthing.
- Maintained and repaired 6 plastic waste processing units. The units produced an average of 40 plastic pucks a week. These units enable USS PELELIU to adhere to the strict policies associated with disposing plastics while underway.

e. NAVIGATION DEPARTMENT

(1) During 2001 the PELELIU Navigation Team successfully navigated 14 entries/exits into ports (home port, Pearl Harbor, Hawaii and Darwin, Australia), 9 anchorages, a transit through the Torres Straits, and various operations in support of Operation ENDURING FREEDOM. A distance of over 25,500 NM was safely steamed with no mishaps.

(2) During 2001 PELELIU's visual communication capacity was again shown to be the best on the waterfront. The Signalmen

Team took First Place in the Large Ship Category Flaghoist Competition during CNSP Surface Line Week. This was the second consecutive victory for The PELELIU. The signalmen also participated in 12 inport Visual Communications Exercises and were the OCE for three of those drills.

f. AIR DEPARTMENT

(1) Number of days ship underway: 239 (includes 184 days of deployment).

(2) Embarked flight operations:

- AV-8B Flight Hours: 1215
- Helo Flight Hours: 5244 (AH-1W/UH-1N/CH-46E/HH-46H/CH-53E)
- AV-8B Harrier Shipboard Landings (D/N): 491/220
- Helo Shipboard Landings (D/N): 5376/3454

(3) THIRD, FIFTH and SEVENTH FLEET amphibious exercises/operations:

- KERNAL BLITZ '01
- COMPUTEX '01
- FLEETEX '01
- ARG/SOCCERT '01
- OPERATION STABILISE (East Timor)
- OPERATION ENDURING FREEDOM (Afghanistan)
- OPERATION SWIFT JUSTICE (Afghanistan)

(a) PELELIU completed her **seventh consecutive** mishap-free and FOD-free year--an achievement unmatched in the amphibious big-deck community. This was accomplished while recording:

- 19,082 launch and recovery evolutions
- 5426 aircraft moves
- 6459 embarked flight hours
- 29 actual emergency Crash & Salvage responses
- 4909 aircraft fuelings
- 1.95 million gals of JP-5 issued

(b) The Air Department conducted a heavy weather "stuffex" during the first week of deployment. The day long

even culminated with putting 25 of 31 aircraft in the hangar for protection in the event of extremely heavy weather.

(c) As the flagship to the PELARG, PELELIU was a major underway logistic hub. In conjunction with our Combat Cargo Department, we safely transferred over:

- 12,234 passengers
- 36 MEDEVACs
- 34,718 pallets/bags/boxes
- 18,032 VERTREP loads
- 25 tons of mail
- 490 tons of ammunition

(4) During 2001, PELELIU continued to cement her reputation as a big-deck aviation leader through flawless performance. HMM-163 (REIN) "Evil Eyes" was the Air Combat Element (ACE) of the 15th MEU that embarked PELELIU for deployment along with two HH-46Es from HC-11 Det 6 that provided SAR, VertRep and Pax/Mail/Cargo support. Operations included high-tempo work-up periods, exercises and deployment to the North Arabian Sea participating in sustained combat operations in support of Operation ENDURING FREEDOM. PELELIU safely conducted day, night, NVG "flex-deck" launches and recoveries in every conceivable configuration.

(5) Tasking included short notice onboard support of USAF MH-53 Combat SAR assets, setting the stage of OEF to commence and the TRAP mission into Afghanistan of a downed Army special forces CH-60. PELELIU conducted near continuous flight ops from checking on station to the middle of January--4 consecutive months. Tower and HDC control of aircraft was executed safely and without incident, in close proximity to shore, foreign landbased airports, and multiple aviation capable ships, including three Aircraft Carriers and numerous U.S. and coalition large and small decks.

(6) PELELIU was awarded the 2000 Allen G. Ogden Award for Crash and Salvage Excellence for both LHA/LHD and CV/CVN class ships--an incredible accomplishment. In addition, the team achieved the highest academic score and a perfect exercise in record time among all L-class ships during the 2001 annual team trainer at NATTC, Pensacola, FL.

(7) In groundbreaking work, the PELELIU Flight Deck Team executed a plan to perform 100% of all night aviation operations on night vision devices (NVDs). This ability significantly and immediately increased the ship's combat effectiveness.

(8) Kernal Blitz '01 was a MEB-level exercise which successfully showcased the ability of three amphibious Big Decks to maximize aircraft types on an individual deck. The "Big League" Air Team safely executed and evaluated a groundbreaking force mixture of 10 CH-53Es and 12 CH-46s.

(9) PELELIU worked-up and deployed with the full ACE complement of 6 AV-8B Harriers. This was the first ARG to deploy and fully utilize this tacair capability in over 3 years and involved re-training the entire Air Department from scratch. During Operation ENDURING FREEDOM 130 AV-8B sorties were launched from PELELIU's deck for Close Air Support missions into Afghanistan.

(10) We were proactive in the Navy's Personal Excellence Program serving the community with fire prevention displays to schools, the Boy Scouts and Girl Scouts, and a Military Family Festival. Our Crash Team was featured on two San Diego news telecasts with live crash and salvage demonstrations.

(11) The people made the "Big League" Air team and out of the 150-person department, several individuals merit specific recognition. ABF1(AW) (b) (6) was selected as both the PELELIU Sailor of the Year for 2000 and 2000 Pacific Fleet Aviation Boatswain's Mate of the Year by the AB Association. AN(AW) (b) (6) was the PELELIU Junior Sailor of the Quarter for the 2nd qtr and ABF2(AW/SW) (b) (6) was selected as both PELELIU and COMPHIBGRU THREE Sailor of the Quarter for the 3rd qtr. ABF1(AW/SW) (b) (6), ABH3 (b) (6) and AN (b) (6) were the Air Department Sailors of the Year.

h. AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

(1) As the Consolidated Field Calibration Activity, achieved MEASURE Outstanding Activity Award (Fourth Award) (Six Month Periodicity).

(2) AIMD production work centers processed approximately 5,000 items totaling approximately 40,000 man-hours in support

of 25 aircraft during deployment. AIMD's support directly contributed to the Air Combat Element Fully Mission Capable rate of 86 percent, Mission Capable rate of 90 percent and approximately 3,110 flight hours.

(3) As the ARGIMA Coordinator, processed approximately 338 items totaling over 4700 man hours in support of the various ships deployed to the Arabian Gulf. Efforts resulted in the improved readiness and efficiency of the fleet deployed.

i. EXECUTIVE DEPARTMENT

(1) Public Affairs Office has had aggressive internal and external media programs throughout 2001.

(a) Internally, PAO produced 20 weekly, full-color, 8-page newsletters; and 36 television newscasts, in addition to broadcasting live BINGO games on a weekly basis while on deployment. PAO provided information and entertainment through a character generator channel, and aired movies, sports, news and music on SITE TV from AFRTS resources.

(b) Externally, we have submitted more press releases (over 100) to SURFPAC, and 3rd, 5th, and 7th Fleets. More than any other ship (same platform or smaller) on the West Coast this year. Eight stories were prominently displayed on the Seventh Fleet Website in the short time we were in their AOR, and PAO provided support to the humanitarian efforts in East Timor. Stories have continued to appear in San Diego-based military newspapers, in addition to other sources such as "Surface Warfare" magazine. PAO manages the PELELIU's external website, which is in compliance with all Navy website regulations. We also have an aggressive Fleet Hometown News program with five stories submitted to a complete hold file during deployment, in addition to numerous individual submissions. PAO trained Amphibious Ready Group (ARG) collateral duty PAOs on the DUBUQUE and the COMSTOCK, and educated new PELELIU crewmembers about media relations during ship's indoctrination. PAO regularly responded to requests and inquiries from individuals around the world concerning the PELELIU.

(c) PAO provided assistance during "Gator Day" in San Diego, conducted over 100 tours, held an "Open House" in San

Francisco, and embarked a Sea Cadet and an NJROTC unit. PELELIU PAO hosted Denzel Washington's film crew (twice) for research for the "Antwone Fischer Story". PELELIU has also been featured in the hit TV series, "JAG" and is the subject of a 2-hour documentary for the Travel Channel about life at sea aboard the PELELIU.

(2) Command Religious Program

(a) The most noteworthy item in our Religious Ministry concerns is PELELIU's hosting Chief of Chaplains and Senior Enlisted Advisor from 9 June through 11 June, 2001.

(b) LCDR (b) (6) reported to PELELIU 10 May, and RP3 (b) (6) reported 11 June. RP3 (b) (6), however, was declared a deserter as of 30 June, 2001. RP3 (b) (6) turned himself in from deserter status and reported 13 August.

(c) PELELIU's Command Religious Program continues to enjoy growth with Lay Leaders who represent the following faith groups:

- Jewish
- Catholic - Lay Eucharistic Ministers
- Christian
- Protestant
- Pentecostal
- Seventh Day Adventist
- Muslim
- Latter Day Saints
- Buddhist

(d) PELELIU's OMBUDSMAN Team continues to provide fantastic support for our families. They have proactively identified numerous problems and helped solve several personnel issues. They also ensure PELELIU's monthly news letter, The Gator Gazette, is published on time each month.

(e) Command Religious Program provides monthly suicide prevention at all INDOC classes and GMT as required.

(f) The Command Religious Program's greatest success is ministering while on deployment after September 11th attacks

including combat actions. We conducted a Memorial/Remembrance Service and have participated in six CISM debriefings.

(g) A noteworthy item in our Religious Ministry concerns was PELELIU's hosting the Deputy Chief of Chaplains and the Surface Forces Pacific Chaplain just before Christmas, 22nd and 23rd December.

(h) The Command Religious Program participated in the Christmas in July and Main Street Clean-Up projects with Naval Station San Diego.

(i) The Command Religious Program conducted a COMREL project in Darwin, Australia involving 27 Sailors and Marines from the ARG.

(j) The Command Religious Program delivered over \$90,000 worth of COMREL supplies and four pallets of Project Handclasp material in support of Operation STABILIZE for the new government in East Timor.

(k) The Command Religious Program conducted both Protestant and Catholic Christmas Eve services on the flight deck under a half moon and starlight.

(l) The Command Religious Program has worked with seven Churches, 19 schools, four businesses and numerous individuals to deliver "Any Sailor/Soldier" packages, greeting cards and mail. This effort has had a noticeable positive impact on crew morale, which, in turn, continues our good will and ambassadorship with the public.

(m) Just prior to WESTPAC 2001/2002 the Library/Classroom/Chapel remodel & rehab ability project was completed, hence the Command Religious Program kept the Library Multi-Media Resource Center open 24 hours, seven days a week.

(n) The Command Religious Program conducted two Burial at Sea Services, consisting of 10 cremains each.

(o) The Command Religious Program responded to over 400 American Red Cross messages.

(p) The Command Religious Program baptized three Marines into the Catholic faith.

(q) The Command Sponsor Coordinator sent 399 Welcome Aboard messages and responded to 43 Reverse Sponsorship E-Mails.

(r) The Command Chaplain is dual-hatted as CPR 1 Staff Chaplain.

(s) Provided religious support to 10 Afghan Freedom Fighters and Command Medical personnel following mass casualty medivacs.

(t) Provided religious support to nine Afghan detainees housed in ship's brig.

(u) Integrated two USMC Chaplains into the Command Religious Program for WESTPAC 2001/2002.

(v) Command Chaplain participated in U.S.G.E.T. change of command (Army COL relieved Marine COL).

(w) The Command Religious Program organized PELELIU's Pre-Deployment briefs.

(x) The Command Religious Program provided Catholic services to six other ships during WESTPAC 2001/2002 (COMSTOCK, DUBUQUE, O'KANE, LEYTE GULF, PHILIPPINE SEA, DECATER).

j. DECK DEPARTMENT. Deck department completed the following evolutions during calendar year 2001:

- (1) Launched and recovered 135 LCACs
- (2) Launched and recovered 146 LCUs
- (3) Launched and recovered 16 AAVs
- (4) Launched and recovered 59 small boats

k. COMBAT SYSTEMS DEPARTMENT

- (1) From 11 OCT to 18 JAN 02

<u>Ordnance</u>	<u>Quantity expended</u>
9MM	4118
Shotgun	810
M14	15300
50 Cal	13935
25MM	4235

AT-4	25
Tow Missile Ground	13
SMAW (HX05)	26
SMAW (HX06)	16
81MM Mortar (C868)	429
81MM Mortar (C870)	90
81MM Mortar (C871)	45
Hellfire	12
Tow Missile Air	10
500 lbs bombs Live	90 To include 7 GBU-12s'
Aircraft Rockets 2.75" live	120
Aircraft Rockets 2.75" inert	16
Aircraft Chaff	847
Aircraft Flares (LA01)	149
Aircraft Flares (LA02)	402
Aircraft Flares (DWCI)	381

(2) This goes back 1 year and includes Operation
ENDURING FREEDOM.

<u>Ordnance</u>	<u>Quantity expended</u>
9MM	41,480
Shotgun	3,195
M14	6,554
50 Cal	20,933
25MM	2,589
AT-4	25
Tow Missile Ground	13
SMAW (HX05)	26
SMAW (HX06)	16
81MM Mortar (C868)	429
81MM Mortar (C870)	153
81MM Mortar (C871)	45
Hellfire	12
Tow Missile Air	10
500 lbs bombs Live	94 To include 7 GBU-12s'
500 lbs bombs inert	16
Aircraft Rockets 2.75" live	139
Aircraft Rockets 2.75" inert	60
Aircraft Rockets 5.00" inert	24
Aircraft Chaff	1364
Aircraft Flares (LA01)	191
Aircraft Flares (LA02)	363
Aircraft Flares (DWCI)	34

1. HC-11 SAR Detachment

(1) Helicopter Combat Support Squadron Eleven Detachment SIX joined USS PELELIU in March of 2001. Immediately incorporated as a full department aboard the ship, Detachment SIX provided critical day and night Amphibious Search and Rescue (SAR) for the PELELIU ARG throughout the workup cycle and WESTPAC. The SAR detachment also provided a valuable force multiplier for USS PELELIU, COMPHIBRON ONE, and the 15th MEU (SOC) by executing their secondary mission areas including Fleet Logistics, VERTREP, EOD and SEAL Team Support, Night Vision Device operations, and SSC.

(2) The nine officers and twenty-two enlisted personnel of Detachment SIX proudly flew and maintained two HH-46D Sea Knight helicopters. The Det sustained an amazing 100% mission completion rate throughout all their evolutions, and was a key component to the successes achieved during Operation ENDURING FREEDOM. The SAR detachment participated in the following evolutions in calendar year 2001:

Point Mugu, CA - Support of AV-8 Deck Landing
Qualifications, 06MAR-09MAR
KERNAL BLITZ - 26MAR-06APR
COMPTUEX - 01MAY-11MAY
FLEETEX - 01JUN-11JUN
ARG/SOCCERT - 22JUN-02JUL
WESTPAC - 13AUG01-04MAR02

(3) HC-11 SAR Detachment SIX's statistics for calendar year 2001 include:

Total Flight Hours (day, night, NVD):	1320
Total passengers moved:	1034
Rescues:	1
MEDEVACS:	18
VERTREP (External tons):	488.3
VERTREP Lifts (day and night):	812
Cargo (Internal tons):	101.5
Mail (tons):	45.2

(4) The Detachment's exemplary record was highlighted by the life-saving rescue of a Sailor who was blown overboard on April 3, 2001 aboard USS DENVER (LPD 9) during KERNAL BLITZ Exercise.

k. Combat Cargo

(1) Integrated Amphibious Readiness Training (IART). Conducted from 26 February to 9 March 2001. This underway period provided Combat Cargo their first opportunity of the year to exercise embarkation and debarkation procedures as a precursor to KERNEL BLITZ. The following personnel and material was embarked/debarked:

(a) PAX: 190

(b) Equipment: 6 vehicles @ 20 Short Tons

(2) KERNEL BLITZ. Conducted from 10 March to 9 April 2001, Marines and Sailors from the 1st Marine Expeditionary Brigade (MEB) embarked in support of Kernel Blitz and was USS PELELIU's first major amphibious exercise of the year. The following personnel and material was embarked/debarked:

(a) PAX: 900

(b) Equipment: 150 Vehicles @ 833 Short Tons

(3) 15th MEU Workups. The 15th MEU Workup Cycle consisting of three underway periods, provided great opportunities to begin working with the MEU and indoctrinating personnel to shipboard life. Long lasting working relationships were forged and built the foundation for a strong "Blue Green Team".

(a) Load plans. Load plans were massaged to best support the ship's trim, stress and stability issues. Long hours were spent ensuring that the displacement long tons available to the landing force were maximized while still supporting their concept for various types of amphibious landings.

(b) Landing plans. Landing plan documentation was finalized and provided tools to assist the ship in best supporting the MEU's concept for the landing as well as identifying "hard spots" for future landing requirements.

(4) Western Pacific Deployment. USS PELELIU sailed well within her maximum draft. The following exercises and operations were executed during the deployment:

(a) Darwin Sustainment Training. The first of several scheduled exercises during the deployment, intended to provide sustainment training to the landing force. The following personnel and material was debarked in support of training and back loaded in preparation for East Timor Humanitarian Operations:

(1) PAX: 537

(2) Equipment: 91 Vehicles @ 408 Short Tons

(b) East Timor Humanitarian Operations. Due to the attacks of September 11th, the East Timor Operations were scaled down but still executed.

(c) The following personnel and material were debarked and backloaded over a two-day period:

(1) PAX: 372

(2) Equipment: 30 Vehicles @ 133 Short Tons

(d) Fifty Four (54) pallets (27 Short Tons) of Community Relations and Project Handclasp Supplies were provided to East Timor.

(5) Airfield Security Mission, Jacobabad Pakistan. In support of the 15th MEU's airfield security mission the following personnel and material was debarked and back loaded over a 24 day period:

(a) PAX: 670

(b) Equipment: 4 Vehicles @ 6 Short Tons

(c) Cargo: 85 pallets/boxes @ 46.75 Short Tons

(6) Airfield Seizure, Camp Rhino, Southern Afghanistan. In support of Task Force 58's Airfield Seizure and subsequent defense of Camp Rhino, the following personnel and material was debarked:

(a) PAX: 1371

(b) Equipment: 144 Vehicles @ 910 Short Tons

(c) Cargo: 473 pallets/boxes @ 260 Short Tons

(7) USS PELELIU Reconstitution. The final achievement of the year was to begin the reconstitution of Amphibious Ready Group. Pasni Beach, Pakistan provided a vital Beach Support Area (BSA) for through put of forces as well as reconstitution. In the initial phases of reconstitution the following personnel and material was back loaded via Pasni and washed and inspected on board to meet stringent USDA standards:

(a) PAX: 539

(b) Equipment: 19 Vehicles @ 89 Short Tons

(c) Cargo: 201 pallets/boxes @ 111 Short Tons